



## Intimations.

CHINA SUGAR REFINING COMPANY, LIMITED.

REGISTERED UNDER THE COMPANIES ORDINANCE 1865.

CAPITAL \$600,000, IN 6,000 SHARES OF \$100 EACH (FULLY PAID UP).

Consulting Committee.  
W. H. FORBES, Esq. W. REINERS, Esq.  
F. D. SARSON, Esq. LAI YUK SUN (of the  
E. R. BEILLIUS, Esq. YOW-LOOK HONG).

Manager.  
H. DICKIN, Esq.

General Agents.  
MESSRS JARDINE, MATTHESON & CO.

Bankers.  
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Solicitor.  
W. H. BRENTON, Esq.

THIS Company has been formed for the purpose of acquiring from the present Proprietors the PROPERTY, INTEREST, and GOODWILL of the CHINA SUGAR REFINERY at East Point, which for the past five years has been managed under the direction of Messrs JARDINE, MATTHESON & CO., comprising the LAND and BUILDINGS occupied by the Refinery, and the PLANT, MACHINERY, and STOCK-IN-TRADE therein, and of carrying on the Business of a Sugar Refinery in all its branches, for which complete facilities are now afforded not only in the Ground and Premises, Plant and Machinery referred to, but in the valuable Business and Connection possessed by the present Owners.

The above-mentioned Premises comprise, firstly, that PIERS or PARCEL of GROUND, in Hongkong, registered in the Land Office as Marine Lot No. 231, with the MESSAGES and BUILDINGS thereon, known as the MINT Premises; and those adjoining PIERS of GROUND, registered in the Land Office as Island Lots Nos. 470, 471, 516, 524, 538, and 748, with the MESSAGES and BUILDINGS thereon, adjoining the said Marine Lot, portions of the premises occupied by the China Sugar Refinery, or belonging thereto, and the PLANT, MACHINERY, ENGINES, BOILERS, VACUUM PANS, FURNITURES, FITTINGS, and APPARATUS therein, now used by the China Sugar Refinery; secondly, that PIERS or PARCEL of GROUND in Hongkong aforesaid, with the MESSAGES and BUILDINGS thereon, registered in the Land Office as Section A of Marine Lot No. 52, with the MESSAGES and BUILDINGS thereon, being the remainder of the Premises comprising the said Refinery; and, thirdly, the STOCK-IN-TRADE, EXTRAS PLANT, MACHINERY, GOODS, and CHATTELS, which are or will be in and about the said Premises and belonging to the Owners on the 28th day of February next. All the described Premises have been agreed to be sold to the Company by contract in writing dated the 22nd day of January, 1878, made between the HONGKONG AND SHANGHAI BANKING CORPORATION of the first part, Messrs JARDINE, MATTHESON & CO., of the second part, and the above-named Committee for and on behalf of the Company of the third part; whereby it was agreed that without any further sanction or confirmation of or by the Company or the Shareholders, the Promises firstly and secondly mentioned should be absolutely made over to the Company for the aggregate sum of \$425,000, made up as follows:—For the Premises, firstly mentioned, the sum of \$300,000 to be paid to the first-mentioned party; for the Premises secondly mentioned, the sum of \$125,000 to be paid to the second-mentioned party. And as to the thirdly named Premises, the price payable for the same to the first-named party, to be ascertained by a valuation to be made on the 23rd day of February inst, the value thereof being now roughly estimated at \$100,000.

Mr. DICKIN, under whose able management the Works have been placed in their present efficient state, has offered his services to the Company as Manager, which have been accepted. Although it has been in contemplation for some years past to transfer the Property and Business of the present Proprietors to a Public Company, it was not thought prudent to do so until by such an experience of the working of the Concern, as has been gained during the last three years, its future success should be assured.

The present Proprietors are prepared to hand over the Property and Business to the Company in a state of complete efficiency on the first of March next, and arrangements are being made to commence full work on that date.

The Business of the Company will be conducted by Messrs JARDINE, MATTHESON & CO., as General Agents, assisted by a Consulting Committee.

It is intended that the whole of the Capital shall be called up as follows:—\$25 per Share on allotment, or with 10 days thereafter.

\$75 per Share on 1st day of March, 1878, or within 10 days thereafter.

All Calls unpaid after these dates shall bear interest at 12 per cent, per annum.

The surplus Capital after payment of the Purchaser's Money of the property as above-mentioned, estimated at about \$75,000, will be available for working the Business of the Company.

One half of the Shares have already been subscribed; the remainder are offered to the public. Applications for Shares, which should be in the annexed Form, will be received by the General Agents, up to the 20th day of February, 1878.

Hongkong, 1st February, 1878.

Form of APPLICATION FOR SHARES ABOVE REFERRED TO.

Hongkong, 1st February, 1878.

CHINA SUGAR REFINING COMPANY, LIMITED.

To Messrs JARDINE, MATTHESON & CO.

Gentlemen,—I hereby request that you will allot to me Shares in the above Company, and agree to accept such Shares or any less number which you may allot to me, and agree to pay the first Call of Dollars Twenty-five per Share, within ten days after allotment, and also the subsequent Call of \$75, and to subscribe the Articles of Association whenever required to do so.

Gentlemen,  
Your obedient Servant,

Blank Forms of Application for Shares may be had at the Office of the General Agents.

## To-day's Advertisements.

FROM HIIGO AND NAGASAKI.

THE S. S. State of Alabama having arrived from the above Ports, Consignees of Cargo are informed that their Goods are being landed at their risk into the Godowns of the Undersigned, whether and/or from the Wharf or Boat delivery may be obtained. No Fire Insurance has been effected. Goods remaining undelivered after the 27th instant will be subject to rent.

JARDINE, MATTHESON & CO.  
Hongkong, February 20, 1878. fe27

The Eastern and Australian Mail Steam Co.'s St. "SOMERSET" will be despatched from SINGAPORE for BRISBANE, SYDNEY and MELBOURNE, (alling at the usual Australian Port Ports), on the 5th proximo. For Freight or Passage, apply to the Undersigned, who are prepared to grant through Bills of Lading.

GIBB, LIVINGSTON & CO., Agents.  
Hongkong, February 20, 1878. fe27

G. FALCONER & CO., WATCH AND CHRONOMETER MANUFACTURERS, AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.  
46, Queen's Road Central.  
Hongkong, February 20, 1878. mc20

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew in the following Vessels, during their stay in Hongkong Harbour:—

QUICKERET, American barque, Captain Barnaby.—Captain.

TARAR, German brig, Captain Kaemena.—Melschers & Co.

MARIE, German barque, Captain Hunswijk.—Wiel & Co.

PALESTINE, British barque, Captain H. Scowcroft.—Tal Lee.

KILMARNEY, British steamer, Captain O'Neill.—Gibb, Livingston & Co.

SHIPPING.

ARRIVALS.

Feb. 20, Emuy, Spanish steamer, 230, Blanco, Manila Feb. 16, General.—REMEDIOS & CO.

Feb. 20, Fuyeu, Chinese steamer, from Canton.

Feb. 20, Archies, British steamer, 1804, Charles Jackson, Liverpool, Dec. 28, via ports of call, and Singapore Feb. 12, General.—BUTTERFIELD & SWINE.

Feb. 20, State of Alabama, British str., 1558, Rishie, Nagasaki Feb. 15, Coal and General.—JARDINE, MATTHESON & CO.

Feb. 20, Wash, British steamer, 266, A. Hunter, Haiphong Feb. 8, Rice—LANDSTEIN & CO.

DEPARTURES.

Feb. 20, Quarta, for Saigon.

20, Glenfalloch, for Saigon.

20, Carrisbrook, for Swatow.

20, Cheung Hock Kian, for Swatow.

20, Chen-ju, Chi. g.-b., for a cruise.

CLEARED.

Taunton, for Saigon.

Brisbane, for Newchwang.

Echo, for Kobe.

Gather, for Nagasaki.

Lord of the Isles, for Takow.

Fuyeu, for Shanghai.

Jessie Jameson, for Keelung.

Strathairly, for Singapore.

Kwang Tung, for Swatow.

Sin Nanjing, for Shanghai.

PASSENGERS.

ARRIVED.

Per Archies, from Singapore, 150 Chinese.

DEPARTED.

Per Quarta, for Saigon, 100 Chinese.

Per Varietree, for Swatow, 1 European, and 8 Chinese.

Per Cheung Hock Kian, for Swatow, 150 Chinese.

TO DEPART.

Per Fuyeu, for Shanghai, 105 Chinese.

Per Kwang Tung, for Coast Ports, 6 Europeans, and 150 Chinese.

Per Sin Nanjing, for Shanghai, 85 Chinese.

SHIPPING REPORTS.

The British steamer Archies reports:

Left Liverpool 23rd Dec. 1877, Port Said 13th Jan., Suez 14th, and had light Easterly winds to Penang where we arrived on the 6th February, and sailed again on the 7th at 8 p.m. Arrived at Singapore on the 8th and sailed on the 12th at 2 p.m. Thence to Hongkong strong head winds as far as Pulo Sapta, and then moderate monsoon until yesterday the 19th at noon, when had thick and hazy weather with heavy N.E. swell.

The British steamer State of Alabama reports: Fine weather throughout. Passed S. S. Glenroy and an American steamer yesterday (18th) both bound North.

The British steamer Wash reports: Fine weather throughout the passage.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:—

FOR SHANGHAI.

Per Fuyeu, at 8.30 p.m. Tomorrow, the 21st inst.

Per Archies, at 8.30 p.m. Tomorrow, the 21st inst.

FOR AMOY AND MANILA.

Per Ethy, at 1.30 p.m., on Friday, the 22nd inst.

FOR BANGKOK.

Per Rajaratnam, at 11.30 a.m., on Saturday, the 23rd inst.

FOR PORT DARWIN, COOTOWN, SYDNEY, AND MELBOURNE.

Per Bertha, at 11.30 a.m., on Saturday, the 23rd inst. Private ship rates. Correspondence for New Zealand, Tasmania, and Adelaide can be sent.

## POST OFFICE NOTIFICATIONS.

MAILS BY THE FRANK PACKET.

The French Contract Packet Yangtze will be despatched from Hongkong on THURSDAY, the 21st instant, with Mails to and through the United Kingdom and Europe, via Manilla, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to INDIA by this Packet but can be paid only as far as Ceylon. The postage to Ceylon must be prepaid. Such letters should be marked Paid to Galle only; they will go on from Galle as unpaid.

The following will be the hours of closing the Mails, &c.:

Wednesday, 20th Inst.—

5 P.M., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Thursday, 21st Inst.—

7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M., Registry of Letters ceases.

11 A.M., Post Office closes except for Late Letters.

11.30 A.M., Letters (but Letters only) except those to and through Australia, to be posted on payment of a Late Fee of 13 cents extra postage, until

11.30 A.M., when the Post Office Closes entirely.

Hongkong, February 7, 1878. fe21

## MAILS BY THE ENGLISH PACKET.

The English Contract Packet INDUS will be despatched with the Mails for Europe, &c., on THURSDAY, the 28th instant.

The following will be the hours of closing the Mails, &c.:

Wednesday, 27th instant.—

5 P.M., Money Order Office closes.

6 P.M., Post Office closes except the Night Box, which remains open all night.

Thursday, 28th instant.—

7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 A.M., Letters may be posted with Late Fee of 18 cents extra postage till

11 A.M., when the Post Office Closes entirely.

Hongkong, February 14, 1878. fe28

## Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers:—

## VESSELS TO ARRIVE.

AT HONGKONG.

When left. Name. From. Remarks.

May 10, David, Antwerp

12, Chandos, Cardiff

16, Astria, Melbourne

18, Henry Lippett, New York

2, Northampton, Baltimore

2, Regulus, Cardiff

3

**SUPREME COURT.**  
IN ORIGINAL JURISDICTION.  
(Before the Full Court.)  
Feb. 20, 1878.

Benecke, Souchay and Company,  
versus

Whitall and Linstead.  
This was a summons adjourned into Court, calling upon the plaintiffs to show cause why the defendants should not have leave to file a replication to the defendant's answer, and why the replication as regards estoppel should not be first disposed of and set down for hearing before the Full Court.

Mr Francis, instructed by Messrs Sharp, Toller and Johnson, appeared for the plaintiff; and the Attorney General and Mr Haydar, &c., instructed by Mr Brostot, appeared for the defendant.

The action was brought to recover the proceeds of certain mortgages granted by Mr Albert Heard on behalf of the late firm of Augustine Heard & Co. to the plaintiffs, which were impeached by the defendants as the Trustees of the estate of that firm. It will be remembered that by a decree of the Supreme Court in the cause of *Whitall against Benecke, Souchay*, these mortgages had been declared fraudulent preferences, and therefore void; but on the case being appealed to the Privy Council, it was there decided that inasmuch as the Trustees of Augustine Heard & Co.'s estate were not clothed with full powers of assignees in Bankruptcy, the Deed under which they claimed not having been assented to by the requisite majority of creditors, it was not competent for them to sustain the objection of fraudulent preference, and that consequently the decree in question should be set aside and judgment entered for the defendants. By the replication which was sought to be filed, the plaintiff in this action relied upon the judgment of the Privy Council as an estoppel precluding defendants from setting up their Trust Deed or impugning this mortgage. On the other hand it was contended that as the judgment of the Privy Council did not affect the merits, but turned upon a purely technical point, it was competent for the defendants in this action to prove that their deed had in fact requisite number of assents and that the deeds of mortgage were void as against them.

The defendant's counsel offering no objection, leave was given to file the replication, and Monday next, the 25th instant, was fixed for hearing the cause so far as regards the question of estoppel, the decision in which, if in favour of the plaintiffs, would decide the suit.

**CORRESPONDENCE.**

NOTES FROM THE COURSE.

To the Editor of the "CHINA MAIL."

Hongkong, Feb. 20, 1878.

SIR.—Permit me to ask, if any of your readers can inform me where the Clerk of Course and the majority of the Stewards can be found between 6 and 8 a.m.—on week days.

Why does "The Count" not turn up? His Excellency the Governor was down this morning.

My tip for the "Derby" in "The Field," but watch "Any."

Yours,

"THE MAN ON THE BRIDGE."

To the Editor of the "CHINA MAIL."

Hongkong, Feb. 20, 1878.

SIR.—There are objections of so serious a nature to the appointment of Chinese to such positions as that proposed by His Excellency—in addition to the expense—that I will ask your permission to point out two that occur to me as deserving some consideration.

What I would ask, would be the consequence to any Chinaman, however high in the Colonial service, did he refuse to be a Chinese official such information as it was thought he could supply? His unfortunate family on the mainland would soon find out, even at the expense of their lives if no other means would have the desired effect. What has been the consequence to a well-known Chinaman who simply appeared as a witness against that scoundrel Lee Lum Kwei? In spite of our Consul's well-known influence and power, that man's family were for a long time kept in fear and under Chinese police supervision, which is one continued squeeze.

Again, a few years ago, the Government here was utterly astonished to learn that the Canton authorities had discovered important Colonial secrets. What did the result of the inquiries show? Was not the Chinese clerk who was suspended of long service, of high intellectual qualities, and thoroughly trusted? and was he not at once provided with a good position by the Canton authorities?

It is, however, especially for the first reason that the employment of Chinese as officers in responsible positions would be unsafe. As His Excellency has not given the name of the Chinese gentleman to whom he referred, I shall not be accused of any personal reference in the present instance.

Yours,

S.

To the Editor of the "CHINA MAIL."

Hongkong, Feb. 20, 1878.

SIR.—I think the proceedings and the discussion connected with the vote for the pay of an interpreter which took place at the Legislative Council yesterday should be clearly understood by the public and especially by the Chinese. Although the Governor is ruling over a population of one hundred and thirty thousand Chinese, there is actually no interpreter for the Governor or at the Colonial Secretary's office who might be the medium of conveying the wishes of any Chinese on a matter of public business. Feeling the urgent necessity of remedying this state of things, and having been recommended to him a Chinese gentleman well fitted for occupying the post of interpreter and translator, not however until after a vain search of an Englishman or European who could be found to possess the necessary qualifications. His Excellency, after consultation with the Colonial Secretary, named a sum of £200 per annum as salary. The Finance Committee, as it appears practically the un-official members thereof, as soon as it was understood that a Chinese would be selected for the appointment, cut it down to £500. Not however content with this, on the item being brought before the Legislative Council yesterday, all the un-official members (by this I do not include the Surveyor General, though he is, I understand, an un-official member) strongly objected to the post, being offered

to a Chinese, and endeavoured to exact a promise from the Governor to appoint any one but a Chinese. His Excellency rightly declined to be dictated to in this manner, as the selection for that office entirely rests with the Executive; but apart from this, the Chinese gentleman His Excellency had in his mind has excellent talents and peculiar qualifications for this post, and he has been strongly recommended to him as a most trustworthy man in whom His Excellency might repose entire confidence, and at the present moment there is no European His Excellency could get for the salary of £200 with the necessary qualifications. The subject of interpretation in the Supreme Court was then discussed, and upon this, an attempt was made to delay the passing of the vote until the improvement of the whole system of interpretation of the Colony in contemplation was carried out. To this His Excellency naturally demurred, as at present he and the Colonial Secretary are practically left without an interpreter; and to avoid the inconvenience bitterly complained of by His Excellency, it was agreed that the services of the Chinese gentleman referred to should be engaged temporarily, and the vote was then passed. The grounds of objection entertained by the un-official members, as stated by Mr Lowcock are "I think it would be far more desirable, however qualified the Chinese may be, that we should have a European; in fact it might be almost dangerous for a Chinese to hold a confidential position, and as your Excellency has said you have in contemplation a European gentleman to be head of the staff, I think the Council would be far more willing to vote a larger sum to a European than they would be to vote any sum to a Chinese for that purpose." I do not know what the Chinese gentleman whose services His Excellency has endeavoured to secure would think of this when he comes to read it; but in my humble opinion, and I venture to think many of your impartial readers will agree with me, the natural inference to be drawn from what was said by Mr Lowcock and other un-official members is that a gross dispraise of that gentleman's character is indirectly implied. In plain words, it comes to saying to him this—"Mr John Chinaman, you may have excellent qualifications for the post in view, but we object to have you, because you have the misfortune to be born a Chinaman, and we cannot trust you." However this is a matter for that gentleman to consider, with which I have nothing to do. I am sure he will be able to defend himself. The principal object of my letter is to consider the broad question, Are the Chinese as a nation to be dispraised; and in a legislative assembly as that which took place yesterday, without a word in reply? Are we, yes, I am bound to confess I am a Chinese, though we are despised? are we to be told as a nation that we are untrustworthy people without a single exception, and undeserving of any confidence? Are we to be told in our face that when one of our countrymen has been offred by the Governor a post of some responsibility, "No, we won't have him because he is a Chinaman"? Are we to submit to such slander and reproach without a murmur? It is high time that such slander should be publicly contradicted. Let me ask the honorable un-official members where they got the notion that we Chinese are untrustworthy? Are not the Chinese as a nation well known for their honesty in commercial dealings? When we get into debt, we endeavor to pay the last cash we can realize from our property, and do not seek refuge under the protection of bankruptcy laws. When we give a promise we keep our word, whether it is reduced to writing or not. We have no statute of limitations to test our liability. I can give many other instances to show that we Chinese as a nation can stand a favourable comparison with any nation in point of probity and trustworthiness, but I think I have written enough for my present purpose.

Yours faithfully,  
A DESPISED CHINAMAN.

Manila.

(Translated from Manila Exchange.)

It is reported from Samar that on the 18th December last, a junk arrived at Guiuan with 107 natives of Ilocos, including crew and passengers. These people, according to their own account, sailed on the 27th of May 1877 from a port in Vigan on board a *pance*, No. 403, named *Esperanza*, on a voyage to the port of Apay; while on the way she was met by a severe typhoon which disabled her, having lost her masts and sails and in these miserable circumstances, entrusted to the mercy of the wind and sea, arrived at the port of the island of Formosa, being then short of provisions; they had to give some of their own clothing to the natives of the island in return for a little fresh water supplied them, and would have lost their lives, had not a woman made them to understand by signs that the inhabitants intended to kill them the very same night. Seeing the unfavourable reception they had had and the barbarous disposition of the people of that island, they again proceeded to sea, as best as they could in the same disabled vessel. After a few days' voyage they saw a large iron ship which passed them by at 30 yards distance; with it giving them any assistance, though different signs had been made to attract their attention; at last land was again sighted, after nine days at sea from the last port. At first they thought that the place was inhabited by aborigines of the class they met in Formosa, but soon were convinced to the contrary as they approached an old fisherman in a boat by the pray to ask for assistance, he not only showed them all friendliness, but as soon as he could learn of the miserable situation of those people, he went on shore and came back with water and firewood. The thief was handed over to the Police, and he has been sentenced to four months' rigorous imprisonment.

According to the latest Bombay papers small-pox was prevalent in Aden since the end of December, and however bound hand and foot to outward steamers touching there were liable to be caused some trouble in consequence. A telegram dated the 9th January stated that three steamers bound for Bombay from Jeddah with pilgrims had been placed in quarantine.

A Court of Enquiry, consisting of W. A. Pickering, Esq., President, E. Bradbury, Esq., F. Worsey, Esq., Naval Assessors, sat at the Master-Attendant's Office, yesterday (Feb. 8th), to inquire into the loss of the British Ship *Zetland* of London. After a lengthened and patient investigation, the Court found that the ship struck on the S. E. point of Gebi Island, from which she was got off, but the damage sustained was so great that the Master was obliged to beach his vessel at Bachian, for the benefit of all concerned. The Court blamed the Master for having kept his vessel so dangerously near the Island of Gebi, and also, after getting her off instead of letting go his Bow anchor, for having kept the vessel hanging to a ledge, which, in dragging, caused her to strike a second time. But in consideration of the efforts made by him to save the cargo and ship, the Court returned his Certificate with a few words reprimanded.

In returning the Certificates of the 1st and 2nd Officers, the Court commanded upwards of forty thousand dollars were lost. This was the second great disaster.

The condition of the mine was rendered worse from the fact that, for the immediate repair of damages, timber was required; but this could be obtained only from the districts where the war was raging. When the rebellion ended, this difficulty was overcome, and these trials having been counted as things of the past, the mine again assumed a lively appearance. When the men returned to their work, and by December last, five hundred tons of coal per day was the average output; so that there seemed at last a prospect of Mr Goto's deriving a profit from his undertaking. Throughout all the troubles which have beset him, he patiently persevered, and now it is fair to hope that he will be rewarded by the success which he so well deserved.

—Tokio Times.

The Straits.  
(*Strait Times*)

It will be remembered that the Italian barque, *Iquique*, arrived here a short time ago with the first officer and a portion of the crew of the *Glenrich*, a British ship which was burnt at sea on the 30th November, on her voyage from Sunderland to Singapore, with a cargo of coal. The fate of the Captain and the rest of the crew was then unknown, but, from the Madras paper, we learn that they have been picked up all safe, and a portion arrived in Madras on the 11th January. "The ship *British Sceptre*," says the *Madras Standard*, "arrived from Melbourne in Madras on Friday the 11th January, with 155 horses for the Madras market. Captain Richards reported that during the voyage he passed the hull of the ship *Glenrich* from Sunderland to Singapore, destroyed by fire. The Captain of the ill-fated vessel and his family were picked up by the *Cheriot*, and the *British Sceptre* brought six of the crew to Madras. When Captain Richards took these men on board, the chief officer and fourteen of the crew of the *Glenrich* were still missing."

The German ship *Christel*, Riesler, from Samarang bound to Marseilles, which left the former place on the 4th Dec. last, put into this port to-day in a leaky condition. The vessel was laden with 3000 Kranjans of sugar and 3000 bundles of rattans, and in order to be examined will probably have to discharge cargo.—*Batavia Handelsblad*, 25th Jan.

We learn, but not from the Police, whose secrecy in such matters is remarkable for some reason or another, that a somewhat daring gang robbery was committed on the Serangoon Road about one o'clock on Monday morning. Four Chinamen broke into a small shop on the road side above the small mill stone. The tenant, a Chinaman, was absent, and the only occupants of the shop at the time were the wife of the tenant and an old Malay man, who disappeared on the first attack. The door of the shop was beaten in, the wife was seized and beaten, and her rings and jewellery forcibly taken from her. The robbers further took some \$18 in cash, with some silk baju and pyjamas, and then decamped, hearing some of the residents in the vicinity, who had been disturbed by the woman's cries, coming to her assistance. Two of the thieves were recognized by the woman, and two men have been arrested by the Police on suspicion of having been concerned in the burglary.

The authorities at Penang appear to have got into a pretty considerable muddle already in connection with the working of the Indian Immigration Act. It seems that to cover the cost of establishments, depots, etc., a tax of one dollar per head was, up to within a very late date, levied by Government from the importers of Indian coolies. This impost was submitted to in due course by the planters, until it transpired that the most of the coolies that came here were free men; or in other words, men who came seeking for employment on their own responsibility and had not left their country as "emigrants" according to the meaning of the act. The result is that the payment of the tax is refused, and the matter we believe is occupying the attention of the law officers of the Crown. Seldom has any Colonial Legislature ever passed a more ponderous impractical and uncalled for Ordinance than the one referred to above, and, as a matter of fact, it has been a dead letter ever since it was gazetted into force nominally. Our Government were, it is true, obliged to pass some kind of law to please the Government of India in order to pander to its Exeter Hall ideas, but whatever induced the Executive Council to put this Act in force till they were forced or until such time as the Government of India passed an Act similar to it, is a matter that requires some explanation and discovers a spirit of unnecessary energy on the part of the Straits Government to put into operation laws which, owing to the imperfect state of their clauses, simply stultify themselves.

A most bare-faced robbery was committed on Wednesday at the General Post Office, whilst the Overland mails for Europe were being made up. The postmaster of H. M.'s *Fly* called to obtain some postage stamps, and, for safety, whilst waiting, placed a bag containing 60 dollars on a shelf inside the railing of the counter in the hall of the office, where two Peons were at the time in attendance. On his having procured the stamps he wanted, and looking for his bag of dollars, it was not to be found. He at once reported the loss to Mr Noel Trotter (the P. M. G., not having yet arrived) who called up all the Peons and interrogated them. Mr Trotter missed from among them a Peon whom he had noticed a few minutes before standing near the counter, where it was reported the bag had been placed, and although search was made for this Peon, he was not forthcoming. Arrangements were at once made to have the man sought for at his house and the latter searched. In the meantime, he came rushing back to the Post Office, and, on being questioned, denied all knowledge of the bag or its contents. Mr Noel Trotter, however, proceeded to search the Peon's house in High Street, and there found not only the bag of sixty dollars, but a sovereign, some rupees, sealing wax, twine, &c., which doubtless had all been stolen. The thief was handed over to the Police, and he has been sentenced to four months' rigorous imprisonment.

According to the latest Bombay papers small-pox was prevalent in Aden since the end of December, and however bound hand and foot to outward steamers touching there were liable to be caused some trouble in consequence. A telegram dated the 9th January stated that three steamers bound for Bombay from Jeddah with pilgrims had been placed in quarantine.

A Court of Enquiry, consisting of W. A. Pickering, Esq., President, E. Bradbury, Esq., F. Worsey, Esq., Naval Assessors, sat at the Master-Attendant's Office, yesterday (Feb. 8th), to inquire into the loss of the British Ship *Zetland* of London. After a lengthened and patient investigation, the Court found that the ship struck on the S. E. point of Gebi Island, from which she was got off, but the damage sustained was so great that the Master was obliged to beach his vessel at Bachian, for the benefit of all concerned. The Court blamed the Master for having kept his vessel so dangerously near the Island of Gebi, and also, after getting her off instead of letting go his Bow anchor, for having kept the vessel hanging to a ledge, which, in dragging, caused her to strike a second time. But in consideration of the efforts made by him to save the cargo and ship, the Court returned his Certificate with a few words reprimanded.

In returning the Certificates of the 1st and 2nd Officers, the Court commanded upwards of forty thousand dollars were lost. This was the second great disaster. The condition of the mine was rendered worse from the fact that, for the immediate repair of damages, timber was required; but this could be obtained only from the districts where the war was raging. When the rebellion ended, this difficulty was overcome, and these trials having been counted as things of the past, the mine again assumed a lively appearance. When the men returned to their work, and by December last, five hundred tons of coal per day was the average output; so that there seemed at last a prospect of Mr Goto's deriving a profit from his undertaking. Throughout all the troubles which have beset him, he patiently persevered, and now it is fair to hope that he will be rewarded by the success which he so well deserved.

The fortune of war is in order to procure a triumph for Catholicism; a Napoleon IV. might aspire to wipe out the remembrance of 1870; but the Republicans can only hope to gain by a war the reconquest of Alsace-Lorraine, which they know could not be achieved until after many years of preparation. The truth is, that the French Republicans are now above all desire peace for the success of the Paris Exhibition. In 1853, too, neither Germany nor Italy were united; in 1870 both are fully prepared for action, and neither will side with any Power against Russia. The statement of Republican France must be how greatly the European situation has altered since the Crimean war, and how necessary it is that the foreign policy of their country should likewise be altered.

TODLEBEN AT PLEVNA.

A correspondent of the *Vossische Zeitung*, writing from Tschetchevitz on the 16th of December, communicated to that paper an account of an interesting conversation with General Todleben on the siege of Plevna.

The correspondent describes the General as a calm, reflective-looking man, very different in appearance and manner from the hot-headed and thoughtless Russian officers by whom he is surrounded, and speaking German fluently. "When I came here," he said, "I was continually tormented by anxiety lest Osman should make his sortie soon, before the fortifications were strong enough. I was from the beginning opposed to the theory of taking his strong positions by storm. It was not I, but the demand for copper coins at Labuan is considerably on the increase. \$10,000 worth has lately been sent to that Colony, and these coins are replacing the brass guns, knives, &c., which used to be the medium of exchange between the natives of Borneo and the Chinese merchants of Labuan, in the purchase of sago, tapioca, &c. Thus they are gradually, but surely, becoming the medium of civilization.

THE TAKASHIMA COAL MINE.

In the Island of Takashima there is a noted coal mine, owned by Mr Goto Shojiro, who anticipates ultimately to realize great profits from it. But many difficulties and troubles have hitherto beset him in connection with his property. I now propose to lay before your readers a short history of the enterprise, and a narrative of what has thus far been done in connection with it.

This mine, which has obtained so much notoriety, is situated in Nagasaki Kon, and formerly belonged to the Public Works Department. At that time, however, it was not properly developed, owing to the simplicity of the machinery employed. Mr Goto Shojiro applied to the Department for permission to rent the mine, and the negotiations relative to this transaction were concluded on the 24th December, in the 7th year of Meiji. Up to that time the average product of the mine had not been over one hundred and sixty tons per day.

The machinery used prior to March, in the 8th year of Meiji, was of such a primitive character that no profits could be derived from the working. It was therefore resolved to do away with the old plant, until a new one, and in pursuance thereof orders were given to the Iron Works at Nagasaki to furnish a new engine.

At the time the order was given the mine was still in the possession of the Public Works Department, but before the engine was completed Goto became the proprietor and paid fifteen thousand dollars for the fresh purchase.

This improved machinery was fixed in its place in April, the 8th year of Meiji, and the result was that though the profits hardly compensated for the money invested in the alterations, still from three hundred and fifty to four hundred tons of coal were brought to the surface daily. But just as the mine was beginning to be profitable, an accident happened to a portion of the machinery which temporarily delayed the working, and for a fortnight the out-put was not so great. But the damage was soon repaired and the daily yield soon became larger than it was before the mishap; and by August of the same year it rose to between five hundred and six hundred tons. If this prosperous state of affairs had continued, Goto Shojiro would have realized a handsome profit from his investment. But, unfortunately, another terrible calamity occurred at 7 a.m. on the 4th of December, by an explosion of gas, which killed fifty-three miners. The operations were again interrupted for a short time, but were presently resumed on the former basis. In January of the 9th year of Meiji the production of the mine had increased to from six hundred to seven hundred tons per day. Goto's success, however, was again doomed to have a check put upon it. At 8 a.m. on the 16th of January a serious fire broke out. Every exertion was made to extinguish it, but all efforts were futile, and ultimately it was resolved to let the sea water into the mine. This was done, and though it had the result of putting an end to the flames, another danger presented itself, as there was great difficulty in stopping the flow of water, and it seemed as if the mine would be entirely flooded. This, however, was overcome. Then came the tedious operation of drawing the water away, which could not be done until a large force-pump was ordered from England, the cost of which was thirty thousand dollars. Of all the accidents which had happened, this was the first that was considered very serious, or from which great delays had resulted.

## Mails.

NOTICE  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOT POSTE FRANCAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE,  
ADEN, SURZ, ISMAILIA, PORT  
SAID, NAPLES, AND  
MARSEILLES;  
ALSO,  
BOMBAY, MAHE, ST. DENIS, AND  
PORT LOUIS.

ON THURSDAY, the 21st February, 1878, at Noon, the Company's S.S. *YANGTSE*, Commandant RAPATEK, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles as the principal place of Europe.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 20th February, 1878. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUHEY,  
Agent.

Hongkong, February 9, 1878. fe21



STEAM FOR  
Singapore, Penang, Point de Galle,  
Aden, Suez, Malta, Brindisi,  
Ancona, Venice, Mediterranean  
Ports, Southampton,  
and London,  
ALSO,  
Bombay, Madras, Calcutta, and  
Australia.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
INDUS, Captain S. D. SEALYARD, will leave  
this on THURSDAY, the 28th February,  
at Noon.

Tea and General Cargo for London, will be  
conveyed via Bombay without transhipment,  
arriving one week later than by the  
direct route. Silk and Valuables will be  
transferred to the Calcutta steamer at Galle.

For further Particulars, apply to  
A. LIND, Superintendent.

Hongkong, February 14, 1878. fe23

Occidental & Oriental Steam-  
ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL  
AND  
UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES  
AND  
ATLANTIC STEAMERS.

THE S. S. "BELGIC" will be de-  
patched for San Francisco via Yokohama, on or about FRIDAY, the 1st March,  
at 8 A.M., taking Cargo and Passengers for  
Japan, the United States and Europe.

Connection is made at Yokohama, with  
Steamers from Shanghai.

Freight will be received on Board until  
4 p.m. of the 28th Instant. PARCEL  
PACKAGES will be received at the Office  
until 5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same to be required.

A REDUCTION is made on RETURN PAS-  
SENGER TICKETS.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, February 1, 1878. fe21

Volume Sixth of the  
"CHINA REVIEW."

Now Ready.

No. III.—Vol. VI.  
—OF THE—  
CHINA REVIEW

CONTAINS—

Imperial Confucianism,  
A Visit to the County of Gentlemen—  
The Rhymes of the Shih-king,  
Brief Sketches from the Life of K'ung-ting,  
The Tang Kou Chi,  
Geographical Notes on the Province of  
Kiang.

Translations of Chinese School-books,  
Short Notices of New Books and Literary  
Intelligence.

Notes and Queries—  
On Silk-worm Oaks.

Native Literature on Chinese Porcelain.

A Chinese Advertisement.

Studies of Words.

Distillation in China.

A Chinese Coin.

The Desert of Gobi.

Books Wanted, Exchanges, &c.

China Mail Office.

Hongkong, January 14, 1878.

## Notices to Consignees.

## NOTICE TO CONSIGNEES.

THE BRITISH BARK GLOBE,  
FROM ANTWERP.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

MEYER & CO., Agents.

Hongkong, February 14, 1878. fe21

## FROM LONDON AND SINGAPORE.

THE S. S. *Glenroy*, having arrived from the above Ports, Consignees of Cargo are informed that their Goods are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained.

Cargo will be forwarded to Shanghai, unless notice be given before noon To-morrow.

Goods remaining undelivered after the 21st Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the premium paid by them.

RUSSELL & CO., Agents.

Hongkong, October 1, 1877. fe21

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DU POUHEY,  
Agent.

Hongkong, February 9, 1878. fe21

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DU POUHEY,  
Agent.

Hongkong, April 17, 1878.

## ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurance at current rates.

MELCHERS & CO., Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

AFONG,  
PHOTOGRAPHER,  
by appointment, to  
H. E. SIR ARTHUR RENNEDY,  
GOVERNOR OF HONGKONG;

and to  
H. I. H. THE GRAND DUKE ALEXIS  
OF RUSSIA,

WYNDHAM STREET, formerly ATHLETIC CLUB,  
Largest and Best  
Collection of Views of China, Photographic Albums, Frames, Cases, &c., of  
assorted sizes. E. S. Tyle, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, Velvet and carved-wood Albums, Cases and Frames, nice Albums for Cabinet Portraits or  
Portrait of the Generals of the pre-  
sent Russo-Turkish War, Eminent British  
Statesmen, the two Chinese Ambassadors in  
Cabinet and Carte de Visite sizes  
Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

## ESTABLISHED 1809.

## CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or  
on Merchandise in the same, at the  
usual Rates, subject to a discount of 20  
per cent.

GILMAN & CO., Agents.

Hongkong, July 6, 1875.

SHEONG ON FIRE INSURANCE  
COMPANY, LIMITED.

## DIRECTORS.

KWOK AKHONG, Merchant.

PANG YIM, Merchant.

HO SAM, of Hop Yik Chan, Merchant.

LEE SING, of Lai Hing Fong, Merchant.

CHONG SING YOUNG, Merchant.

CHOY CHAN, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on

BUILDINGS and on Goods stored  
therein at CURRENT RATES, subject to  
DISCOUNT of 20% on the Premium.

OFFICE, 48, Bonham Strand.

Hongkong, August 23, 1877. au23

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER  
OF

HIS MAJESTY, KING GEORGE THE FIFTH,  
A. D. 1720.

THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurance as follows—

Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £100,000 on a Single  
Life.

For Rates of Premiums, Terms of pro-  
tection or any other information, apply to

ARNHOLD, KARBERG & CO.,  
Agents Hongkong & Canton.

Hongkong, January 4, 1867.

LANCASHIRE INSURANCE  
COMPANY.

## (FIRE AND LIFE.)

## CAPITAL, TWO MILLIONS STERLING.

THE Undersigned are prepared to grant  
Policies against the Risk of FIRE on

BUILDINGS or on Goods stored  
therein, at current rates, subject to a  
Discount of 20% on the Premium.

Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £100,000 on a Single  
Life.

For Rates of Premiums, Terms of pro-  
tection or any other information, apply to

ARNHOLD, KARBERG & CO.,  
Agents Hongkong & Canton.

Hongkong, January 4, 1867.

QUEEN FIRE INSURANCE  
COMPANY.MANCHESTER FIRE INSURANCE  
COMPANY OF MANCHESTER  
AND LONDON.

THE Undersigned are prepared to grant  
Policies against FIRE to the extent of  
£45,000 on BUILDINGS, or on Goods stored  
therein, at current rates, subject to a  
Discount of 20% on the Premium.

Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £100,000 on a Single  
Life.

For Rates of Premiums, Terms of pro-  
tection or any other information, apply to

ARNHOLD, KARBERG & CO.,  
Agents Hongkong & Canton.

Hongkong, January 4, 1867.

HOLLIDAY, WISE & CO.,  
Hongkong, July 25, 1872.HOLLIDAY, WISE & CO.,  
Hongkong, January 1, 1874.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

Vessel's Name.	Days Anchor- age.	Captain.	Flag.	Tons.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
Albay	2	P. Ashton	Brit.	360	Jan. 27	Douglas Lapraik & Co.	Haiphong	K'loon Dock
Ambo	2	J. Brown	Brit.	973	Feb. 16	Meyer & Co.	Shanghai	Shanghai
Amoy	4	C. Drewes	Brit.	876	Jan. 8	Stiemann & Co.	Swatow	Swatow
Anchises	5	Jackson	Brit.	1304	Feb. 19	Butterfield & Swire	Manila	Manila
Bellona	4	Ahrens	Ger.	789	Feb. 20	Wm. Pustau & Co.	Australian Ports	73rd inst. Laid up
Bertha	5	Langley	Brit.	1421	Jan. 21	G. E. Stevens & Co.	K'loon Dock	To-day
Bombay	2	H. Green	Span.	749	Jan. 29	Russell & Co.	Swatow	Wanchai Pier
Brittan	2	Fremoya	Span.	638	Jan. 29	Kwok Acheong	Shanghai	Ab'den Dock
Canoeo	2	Webb	Brit.</td					